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GRD - 1304
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10 February 1961

[redacted] : The Record

SUBJECT : Accelerated Test and Operational Program - Engine Support

[redacted] : (a) [redacted] (IN 42112) 25X1A

1. A decision has been made to adopt Pratt & Whitney Plan F for engine support planning purposes. Generally, this plan will provide a slightly submarginal level of support for the objectives listed below:

(a) Accelerated Test Phase (to 15 September 1962):
Articles 1 and 2 at 15 hrs/month.
Articles 3 through 6,8,9,10 at 25 hrs/month.
Total hours available - 1014
Total hours objective - 1039

(b) Operational Phase (after 15 September 1962):
Articles 1 through 6,8,9,10 at 15 hrs/month.
Total hrs/year available - 1620
Total hrs/year objective - 1620

2. At a 13 January 1961 meeting in Florida between AF-12, Pratt & Whitney, and Project representatives the following factors were coordinated:

(a) AF-12 engine deliveries will start 30 September 1962 at the rate of 3 engs/month until 10 engines are delivered.

(b) AF-12 article 1 will require two Project engines during August and September 1962.

(c) Through September 1963, AF-12 articles excluding spares/ice will fly at the rate of 10 hrs/month per article.

(d) Project engine deliveries will differ from previous planning in that deliveries will not be made until the 30th of each month for the period after December 1961. Further, August 1962 delivery will be reduced from three to two engines. The 33rd project engine will be delivered 30 September 1962.

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(e) For planning purposes project article no. 11 will be eliminated from the program due to attrition.

(f) Two project engines will be eliminated from the program on 15 September 1962 and thereafter due to attrition.

(g) Project articles 9 and 10 heretofore not considered by P & W will be incorporated into Plan F.

3. Pratt & Whitney very shortly is to submit a detailed proposal covering Plan F. It is expected that this proposal will be entirely within current Plan F funding as described in reference (a) message.

4. The writer's evaluation of Plan F objectives and capabilities is as follows:

(a) Marginal engine support with zero spare engines to account for premature engine removals for the period April through August 1962.

(b) Submarginal engine support with a shortage of one engine during July 1962. This will require a one month stand down for one article with a loss of 25 hours. A total of 1014 hours will be available by 15 September 1962 rather than the objective of 1039 hours.

(c) Fair to marginal project engine support for the period after 15 September 1962. Spare engine allowance for premature removals will fall to a minimum of 3 engines intermittently during this period.

(d) Fair engine support for the period after 15 September 1962 with the inclusion of the three AF-12 articles and the 10 AF-12 engines. In this case, the minimum spare engine allowance will be 5 engines.

(e) It is the writer's feeling that, disregarding engine support, Plan F objectives are quite optimistic and will be difficult to meet although certainly justifiable and prudent for planning purposes. In this light, the effect of the slightly submarginal level of engine support may be minimized.

5. Detailed definition (in addition to paragraph 1 and 2 above) and requirements for Plan F are presented herewith:

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(a) Schedules of 10 hours for first month of flight for all A-12 articles.

(b) Overhaul Rate - 4 engs/month.

(c) Turnaround Time - 3 weeks nominal.

(d) TBO - 30 hours until 16 engines have been through overhaul and inspection; then 75 hours until 10 (75 hour) engines have been through overhaul and inspection; then 100 hours.

(e) Careful coordination will be necessary between article flight schedule (as yet indeterminate) and engine overhaul and hot section inspection removals. Flight test planning must schedule engine overhaul removals as dictated by Plan F in order not to concentrate more removals at one time than can be handled by the overhaul facility. Article periodic inspections and other large periods must be coordinated with engine hot section inspections in order to minimize "down" time.

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SIGNED

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